IN THE SPECIFICATION:

Page 1, after the title, insert:

This application is a filing under 35 USC 371 of PCT/JP2003/015048 filed November 25, 2003.

Page 2, line 16-page 3, line 1:

Incidentally, FIG. 13 is a sectional view taken on line ~~Y-Y~~ XIII-XIII of FIG. 14. Referring to the drawing, in the central portion of the end surface of the engine crankshaft 1 is integrally formed a cylindrical projection 1a projecting outward. The cylindrical projection 1a is inserted in a central hole of a plate portion 3 of a flywheel 2, which plate portion 3 is joined to the end surface of the crankshaft 1 through a plurality of flywheel fitting bolts 7, 7 arranged annularly at intervals. On the periphery of the plate portion 3 is fixed a flywheel mass portion 4 provided with a clutch facing surface 4a through mass portion fitting bolts 5, 5.

Page 6, line 23-page 7, line 2:

FIG. 1 is a sectional view of the major parts of a mounted state of a plate portion for a flywheel according to a first embodiment (corresponding to the major parts of the sectional view taken along line ~~Y-Y~~ XIII-XIII in FIG. 14);

Page 7, lines 6-15:

FIG. 3 is a sectional illustration of the major parts of a mounted state of a plate portion ~~(corresponding to the sectional view taken along line X-X in FIG. 14)~~;

FIG. 4 is a sectional view of the major parts of a mounted state of a plate portion for a flywheel according to a second embodiment (corresponding to the major parts of the sectional view taken along line ~~Y-Y~~ XIII-XIII in FIG. 14);

FIG. 5 is a sectional view of the major parts of a mounted state of a plate portion for a flywheel according to a third embodiment (corresponding to the major parts of the

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sectional view taken along line ~~Y-Y~~ XIII-XIII in FIG. 14);

Page 8, lines 8-10:

FIG. 13 is a sectional view of a mounted state of a conventional flywheel (a sectional view taken along line ~~Y-Y~~ XIII-XIII in FIG. 14);

lines 20-22:

FIG. 18 is a sectional illustration of the major parts of a mounted state of a conventional plate portion ~~(a sectional view taken along line X-X in FIG. 14);~~ .

Page 11, line 18-page 12, line 7:

Namely, in a conventional structure, as shown in FIG. 18 ~~(sectional view taken along line X-X in FIG. 14)~~, since the plate portion 3 keeps in surface contact with the whole area of the end surface of the crankshaft 1, the deforming region of the plate portion 3 corresponding to the amplitude fluctuation of the flywheel mass portion 4, that is the load fluctuating area E, is narrow. On the other hand, in this embodiment, as shown in FIG. 3 ~~(corresponding to the sectional view taken along line X-X in FIG. 14)~~, since the non-contacting part S2 is formed, the plate portion 3 does not keep in surface contact with the whole area of the end surface of the crankshaft 1. Accordingly, the deforming region of the plate portion 3 corresponding to the amplitude fluctuation of the flywheel mass portion 4 is extended, so that the load fluctuating area E is increased as compared with the prior art.

Page 14, line 25- page 15, line 7:

According to this embodiment, the non-contacting part ~~S2~~ S3 is formed in hollow fashion in the back of the reinforcement 6, namely in the central portion of the surface to be in contact with the plate portion 3.

Namely, this noncontacting part ~~S2~~ S3 is a portion of the

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reinforcement 6 that is not in contact with the plate portion 3. The area of this noncontacting part ~~S2~~ S3 is set to be 40% to 75% to the whole area of the contact zone S1 as shown in FIG. 2.

Page 15, line 17-page 16, line 13:

In this embodiment, the non-contacting part S2 is formed in hollow fashion in the back of the plate portion 3, namely in the surface facing the end surface of the crankshaft 1, and further another non-contacting part ~~S2~~ S3 is formed in hollow fashion in the back of the reinforcement 6, namely in the surface to be in contact with the plate portion 3.

In this manner, the plate portion 3 and the reinforcement 6 are respectively provided with the non-contacting parts S2~~, S2~~ and S3, so that the load fluctuation area E can be enlarged more effectively. As a result, it becomes possible to reduce the vibration and the amplitude of the periphery of the plate portion 3.

Further, as shown in FIG. 6, ~~the non-contacting portion S2~~ each of the non-contacting parts S2 and S3 may be formed in a shape such as petals and the like other than a circle. Namely, the area of ~~this non-contacting portion S2~~ each of the non-contacting parts S2 and S3 is set to be 40% to 75% of the whole area of the contact zone S1 that is a substantially polygon and is made by linking each center of a plurality of the bolts 7, 7 without the bearing surfaces of the bolts 7, 7. In this manner, by enlarging the load fluctuating area E effectively, it becomes possible to reduce the vibration and the amplitude on the outer peripheral side of the plate portion 3.

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